

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY **Hungary**

REPORT

SUBJECT **Road Data/Bridges**

DATE DISTR

5 June 62

NO. PAGES

1

REFERENCES


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DATE OF  
INFO  
PLACE &  
DATE ACQ

THIS IS UNEVALUATED INFORMATION

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1. Hard concrete surface, all weather roads (Number 924) run from Nagykanizsa in a westward, southwest and southerly direction towards Yugoslavia. Another hard concrete surface, all weather road (Number 924) runs from Nagykanizsa northeast to Sarmalek via Kiskomarom and Faca. A number of hard concrete surface, all weather roads (Number 984) run from Nagykanizsa northward to Madkapornak and Zalaegerszeg via Faca and Mahot. The roads were classed as first-class highways in Hungary. These highways are over eight meters in width. Because of the activities due to vast exploration for oil in the above areas as well as extensive freight and military traffic the roads were well maintained by assigned highway crews. Drainage ditches run along both sides of the roads and the roads are crowned for easy drainage. A soft shoulder between one and three meters in width also run on both sides of the roads. It was used for emergency purposes and for vehicles to pull off to one side for drivers to rest. The roads were designed for heavy usage and have a good solid foundation. The curves are shallow and the roads run over rolling hills.

2.  crossing over five concrete constructed reinforced steel highway bridges located north of Nagykanizsa, between Zalaegerszeg and Sarmalek. The bridge were over eight meters in width, in good condition and able to absorb heavy usage. On one side of each bridge there was a pedestrian walk so that people crossing the bridge would not be struck by vehicles.

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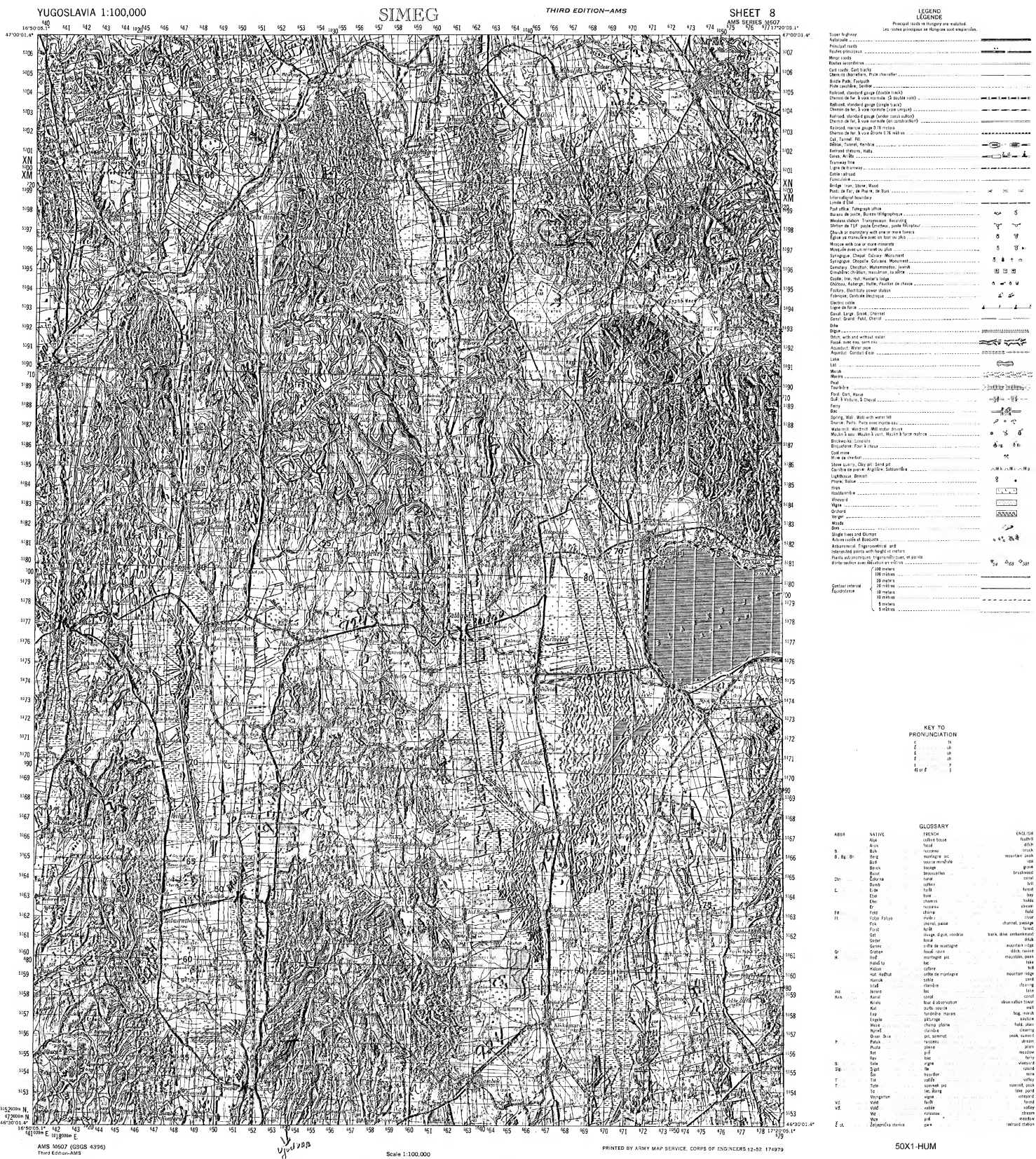
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ĐURĐEVAC, YUGOSLAVIA; HUNGARY

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Prepared by the Army Map Service (AM), Corps of Engineers, U. S. Army, Washington, D. C. Copied in 1951 from Yugoslavian 1:100,000 GSGS Sheet 8, 1943, which was prepared from an original Yugoslavian map dated 1934. Main communications revised from source maps and intelligence data to 1951. Universal Transverse Mercator Grid added by AMS. Grid interval changed from 10,000 meter to 1,000 meter by AMS (TV), 1952.

TRANSVERSE MERCATOR PROJECTION

PURPLE NUMBERED LINES INDICATE THE 1 000 METEN UNIVERSAL TRANSVERSE  
MERCATOR GRID ZONE 33 INTERNATIONAL SPHEROID

LES TRAITS NUMÉROTÉS EN VIOLET INDIQUENT LE QUADRILLAGE KILOMÉTRIQUE DE LA PROJECTION  
MERCATOR TRANSVERSE UNIVERSELLE FUSEAU 33, ÉLLIPSOÏDE INTERNATIONAL

BROWN-NUMBERED TICKS INSIDE THE HEATLINE INDICATE THE 1,000-METER

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

GEOGRAPHIC VALUES AT THE SHEET CORNERS AGREE WITH THE UNIVERSAL TRANSVERSE MERCATOR GRID ON THE SHEET WHICH IS ON THE EUROPEAN DATUM. THE NORTH ITALY GRID IS NOT IN SYMPATHY WITH THE EUROPEAN DATUM.

LE QUADRILLAGE MERCATOR TRANSVERSE UNIVERSEL ET LE CARROYAGE DE CETTE FEUILLE SONT DANS LE SYSTÈME D'ÉCHELLE EUROPÉEN. LE QUADRILLAGE DE L'ITALIE DU NORD NE S'ACCORD PAS AVEC LE RÉSEAU EUROPÉEN.

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URGED TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

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SIMEG. HUNGARY